MARINE RECORD

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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers, and improve the character of the service rendered to the public.

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THIS SEASON'S CARGO RECORDS.

The performance of the steel schooner Polynesia, one of this season's productions, makes a discussion of cargo records timely. Not only did this tow bark break all carrying records on the lakes, but she demonstrated that as large cargoes can be carried from Lake Superior as from Lake Michigan. It would seem that the two bodies of water are on an equal basis as regards freight rates, but vessel owners will continue to send this tonnage to Lake Michigan in preference to Lake Superior, the navigation of St Mary's River and the passage through the canals preventing the expeditious movement of vessels. The depression has aided in reducing Lake Superior freights to the Lake Michigan level. Under normal conditions the rate on ore from Duluth would be considerably higher than 50 cents, when 40 cents is being paid from Escanaba, but old time customs are relegated when owners of tonnage are exerting every energy to find employment for their vessels. It would probably be more proper to say that the performance calls attention to the fact mentioned for the Polynesia was only drawing 16 feet 7 inches on her trip down from Duluth to Fairport, and this draft has been available for some time.

An interesting fact in connection with the large cargoes carried this season is that the boats are all new or nearly so. In this connection, too, it might be noted that the steel tow barge to be built by the Chicago Shipbuilding Company is for James Corrigan and others,of Cleveland, the owners of the Polynesia and her sister ship, the Amazon. The new craft, which will be a duplicate of the Amazon and Polynesia, excepting an additional 2 feet to the beam, will be the largest vessel of her type on the Great Lakes. This contract may be taken by some to indicate a tendency toward large ships, ships that will be able to take full advantage of the increased navigability of connecting channels. As has been chronicled, the Amazon and the Polynesia have carried the largest cargoes on the laeks, holding the grain and ore records respectively. The vessels holding the ore carrying records left the shipyards this season, with one exception, the Coralia, which was turned out last season. The Polynesia brought down 6,134 net tons; the Andrew Carnegie, 5,116 gross tons, Two Harbors to Cleveland; the Crescent City, 5,548 net tons, Two Harbors to Cleveland; the Coralia, 5,699 net tons, Gladstone to Ashtabula. The grain carrying record, which is held by the Amazon, is 217,000 bushels of corn, equivalent to 6,076 net ton, from Chicago to Buffalo. The Carnegie has brought down 171,000 bushels of oats, 51,000 bushels of wheat and 55,000 bushels of barley, 5,586 net tons, from Duluth to Buffalo on a draft of a little less than 16 feet 2 inches. The Crescent City moved 5,088 net tons, 318,000 bushels, of oats, from Duluth to Buffalo. The schooner Aurania still retains the coal carrying record, 5,187 net tons of bituminous, Toledo to Milwaukee and the Carnegie holds second honors, she having taken 4,497 net tons of coal from Cleveland to Sheboygan.

The remarkable speed performance of the steamer Onego, of the Union Line, remains untouched. The City of Buffalo averaged 22.58 miles per hour on Lake Erie, but the Onego maintained a speed of 16.4 miles an hour from Buffalo to Chicago, 889 miles. It may seem a little remarkable to some that the Polynesia, Amazon and Aurania, all schooners, should be owned by virtually one interest, the Corrigans. The Amazon the other day loaded a large cargo of ore, about 5,436 gross tons.

IRON ORE DUTY UNCHANGED.

The new tariff bill as passed by Congress and signed by President McKinley leaves the tariff on iron ore unchanged. The iron ore interests of the lakes did not ask for an additional duty; in fact, very little interest was evinced among the ore men in Cleveland. The 40-cent duty seems to have been satisfactory, and therefore, the Republicans were contented to let it remain as fixed by the Democrats.

FINEST HARBOR IN THE WORLD.

General John Wilson, chief of the United States Engineers, expresses a very favorable opinion of Duluth, and says relative to the Zenith City's harbor: "You have one of the finest harbors in the world. The Lord put that peninsula of land that you call Minnesota Point out there as a harbor of refuge, as sure as you're alive, and it has made the finest harbor that I have ever seen. The work that is doing will make it unapproachable by any other harbor in the country, and you cannot help becoming a power in the merchant marine of the great lakes, as well as becoming a great commercial city. The sight that met my eyes as I drove along the boulevard was one of the most superb things that I have ever seen. I never before had such a magnificent view of any large body of water as I enjoyed this morning. The fact that there is such a magnificent view to be had, and that the plateau on the top of the hill is so perfect, makes me think that that part of the city is bound to be the residence part. I have enjoyed my visit to the head of the lakes very much, and shall be delighted to repeat it soon."

The fine of the steamer Neshoto for running too fast in the St. Mary's River has been reduced from $200 to $25.

NOTICE TO MARINERS.

Treasury Department,
Office of the Light-House Board,
Washington, D. C., July 23, 1897.

PORT AUSTIN REEF LIGHT STATION.

Notice is hereby given that, on or about August 1, 1897, the focal plane of this light, on Port Austin Reef, Lake Huron, about one and a half miles from the mainland, entrance to Saginaw Bay, will be lowered about 20 feet. The light will then be shown at a height of 60 feet above mean lake level, and its visibility will be reduced to about 15 1-4 miles, the observer's eye 15 feet above the lake.

OGDENSBURG WESTERN ENTRANCE GAS BUOY.

On July 14, 1897, a red gas buoy, showing a fixed white light, was established on the westerly side of the channel entrance to Ogdensburg Harbor, from the St. Lawrence River, near Western Entrance Buoy, No. 2, red spar.

ROCK ISLAND REEF GAS BUOY.

On July 14, 1897, a black gas buoy, showing a flashing white light every 10 seconds, was established in the St. Lawrence River, to mark the westerly end of the reef making off to the westward from Rock Island, near Rock Island Reef Buoy, No. 23, black spar, about 600 feet WSW. 1-8 W. from Rock Island Light-House.

CHARITY SHOAL GAS BUOY.

On July 16, 1897, a red and black horizontally striped gas buoy, showing a fixed white light, was established in the northeasterly part of Lake Ontario, on the southeasterly side of Charity Shoal, near Charity Shoal Buoy, red and black horizontally striped second-class can, about 3 1-4 miles SE. 7-8 E. from Pigeon Island (Canadian) Light-House.

By order of the Light-House Board.

W. S. SCHLEY,
Captain, U. S. Navy, Chairman.

LAKE ACCIDENTS NUMEROUS.

Serious and expensive accidents have occurred on the lakes during the past week. Mishaps were unusually numerous, although there were no hard storms reported. On Saturday night the steamer Kaliyuga, bound down with ore, struck on Ballard's Reef and on Sunday morning the schooner George B. Owen went on the Rocks at Lime Kiln crossing, owing to the parting of a tow line. On Monday whaleback barge 133 was considerably damaged in a collision with the Zenith City below the Soo canal. The steamer Shores did not incur serious injury by going aground at Iroquois Island. Monday evening the steamer Hall reached Detour with a broken crank pin and was towed to the Soo for repairs. At Duluth on Tuesday the barge Russell was discovered to be leaking, after she had gone one-half mile from the ore dock with a load, and it was necessary to ground her to prevent her sinking. She was pumped out, and it was found that her plates had started and caused the leak. The scow A. R. Kellogg became waterlogged off Fox Point Tuesday morning and was picked up by the tug Starke. The Kellogg left Alpena last week in tow of the steamer Sachem with a cargo of 800 cords of bark, nearly all of which is strewn around the lake off Milwaukee. The cargo was consigned to the tannery at Kenosha, and was valued at $5,800. The loss must be sustained by E. T. Ayer, of Chicago, owner of the boat.

The steamer Oregon went into Marquette Tuesday evening for repairs. The braces of her crank pin became overheated. It is said that the steamer George Presley did not suffer any damage by grounding at Round Island on Tuesday.

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to the Marine Record.

W. J. Conner's steam yacht Enquirer arrived here on Saturday last.

Capt. John Prindiville charatered the steamer Norwalk for corn to Kingston at 2 1-2 cents.

J. J. Rardon & Co. chartered the steamer Sacremento and barge Abyssinia for corn to Buffalo at 1 1-4 cents.

The steamer Sacremento with the barge Abyssinia in tow arrived here, light from Buffalo, Tuesday afternoon. The run up was made in 87 hours.

The many friends of Capt. W. H. Evans, of the steamer Francis Hinton, will be glad to know that he is well enough to again take charge of his steamer.

Charles P. Willard & Co. have under construction a fore and aft compound engine and water tube boiler for a fifty-foot steam launch for Yokohama, Japan.

J. A. Calbick & Co. chartered the steamer Madagascar and barges Fanny Neil and S. M. Stephenson, steamer Walter Vail and barge Baltic for corn to Buffalo at 1 1-4 cents; the steamer Normandie for lumber from Duluth to Chicago at $1.50 per M. feet.

At the Chicago Ship Building Co.'s shipyard, the Anchor Line steamer Susquehanna is in dry dock, receiving repairs to damages sustained by her when in collision with the steamer Ira H. Owen. Sixteen steel plates on the starboard bow of the Susquehanna were broken by the collision.

The large steel barge Carrington, loaded with 178,000 bushels of corn, when coming down the south branch of Chicago River, Friday evening, brought up on the Washington street tunnel and was delayed several hours. She left here for Buffalo Friday night in tow of the steamer George N. Orr.

Jacob Hanson, ship carpenter, supplied the schooner yacht Idler with a new mainmast, topmast, boom and jibboom, new skylights and some repairs to deck. He has rebuilt one of the O. S. Richardson Fueling Co.'s coaling scows from the water line up.

At the shipyard here the steamer Sanilac is in dock, having her wheel fastened; the steamer R. J. Gordon was in for repairs to her wheel; the steamer H. W. Williams had her stern bearing filled; the steamer Macatawa received repairs to her stern bearing.

Capt. Richard A. Davis has purchased the excursion steamer Lena Knobloch. She arrived from Erie in charge of Capt. Louis Larson. who will be master of her. Front and Lincoln Park, and did a good day's business. She commenced running on Sunday between the Lake Uncle Dick is a great favorite with the excursionists and I wish him much success with his new purchase.

H. W. Cook & Co. chartered the steamers Katahdin. Simon J. Murphy and Aztec and barge Zapotec for corn to Lake Ontario ports at 2 1-2 cents; the steamer New Orleans for oats to Buffalo at 1 1-8 cents; the steamer Sanilac for lumber from Sheldrake to Chicago at $1.25 per M. feet; the steamer Westover and barge Bliss for lumber from Manistique to Chicago at $1.00 per M. feet.

CLEVELAND.

Special Correspondence to the Marine Record.

Capt. Ed. Morton, commodore of the Wilson Transit Co., together with family, have returned from a trip up Lake Superior on the W. D. Rees, after spending a couple of weeks in a pleasant outing.

The repairs on the Wallula have been completed at the Ship Owners' Dry Dock Co., but having no coal cargo in sight her owners have decided to keep her in port for the present.

Wild charters continue to be made at 40 cents, Escanaba, and 50 cents Marquette and Duluth. Offers of 60 cents on September ore, from the head of the lake, do not interest vesselmen, most of whom except a considerably better figure for fall month.s

President McKinley has nominated Engineer-in-Chief John Wilkie Collins of New York to be captain of engeers in the revenue cutter service. Capt. Collins had charge of the construction of the revenue cutter Gresham and is well known on the lakes.

The Chicago Ship Building Co. has just been given a contract by Chicago and Cleveland interests to build a steel tow barge of 376 feet keel, 48 feet beam and 26 feet depth, to be in all respects a duplicate of the steel schooners Amazon and Polynesia, except that her beam will be two feet greater. The Amazon has established a 6,000-ton (net) cargo record from Lake Superior, and the Polynesia 6,134 net tons of ore.

The Inter-lake Towing Company, a recent Cleveland incorporation, announces its intention to add to the fleet which is now being operated. At first only the tug Henry was operated but subsequently Captain J. C. Gilchrist added the tug Favorite. It is said to be likely that no more tugs will be put in the field until later in the season. The Cleveland Tug Company and the Vessel Owners' Towing Company claim that the new line is doing business for less than half the regular rates and that no effort will be made to meet the competition, business being exceedingly bad, and hardly sufficient to keep the boats of one line steadily employed.

While some of the vessel owners are in hopes of seeing ore freights go up to $1.00 this fall, others are of the opinion that no relief is to be looked for from this quarter. as so much is coming down this summer that the stock piles at the lower end of the route will not be materially reduced and consequently there will be a dearth of room on the docks as has been the condition for several years past. Others again, especially owners of the 2,000-ton class of boats, pin their faith to a boom in coal freights. especially if the coal strike now in progress, continues for a few weeks longer, as that is the only thing that will cause a rush later on in the season, and consequently higher freights than are now in vogue.

The depth of the opening between the east and west breakwaters was 20 feet this spring. The channel from the breakwaters to the pier entrance was redredged during the season of 1896 to a depth of 19 feet for a width of 150 feet. Between the piers there is generally a 17-foot channel from 50 to 100 feet wide, shoaling on either side to 14 or 15 feet. The entrance to the west anchorage basin has shoaled to a depth of 16 1-2 feet. A temporary crib, known as Crib No. 1, has been sunk in the approach to Cleveland. The crib is located 11,000 feet N. by E. 7-8 E. (N. 21° E.) from Cleveland West Breakwater (east end) lighthouse. At night a single lantern light, white, will be displayed on the crib for the present. It is proposed to build in Cleveland on the lake front, between Kirtland and Coe streets, an east side waterworks pumping station. This pumping station will be conected to the east side intake by a 9-foot tunnel, 26,000 feet long. Crib No. 1 has been sunk to facilitate work upon the tunnel. The east side intake will be located in 56 feet of water, about 3 (3 1-2) miles NNW. 3-4 W. (N. 31° W.), from the eastern end of West breakwater. The light tower on new east pier is 31 feet from the outer end, and the light is shown 36 1-2 feet above mean lake level.

FLOTSAM, JETSAM AND LAGAN.

The steamer Senator has taken two ore cargoes this season, one of 5,076 net tons, the other of 5,360 tons.

The whalebacks 201 and 202, which were lengthened at West Superior last winter, carry 2,300 gross tons of ore each.

The steamer Yale took 162,244 bushels of corn out of Chicago on a draught of sixteen feet forward and sixteen and one-half feet aft.

Trouble between white and colored stevedores at Benton Harbor has led to the formation of a 'longshoremen's union with sixty members.

A fleet of six whaleback steamers and barges,each fifty feet in length, is to be built at Everett, Wash., for service on the Yukon River.

Folger Bros., of Kingston, representing the new Thousand Island Steamboat Co., have purchased the Alexandria Bay excursion steamer. Island Wanderer.

At Lorain, O., on Sunday, as the steamer Flora was taking on passengers for Oak Point, an Italian laborer named Dominick McMarion fell into the water from the gangplank and was drowned.

Whaleback barge 129, drawing a little over seventeen feet, was unable to get into Huron Sunday and was brought to Cleveland to be unloaded.

The length of the north harbor pier at Sheboygan to be rebuilt is 165 feet. The old south pier, or that portion marked for removal, is almost gone.

It is announced that the large steel schooner recently contracted for and to be built by the Chicago Shipbuilding Co., is to be owned by James Corrigan and others, of Cleveland.

The report of the damage sustained by the Katahdin, which went on the bottom near Detour some time ago. makes the amount $13,306. There will also be some other charges. This is considerably more than was expected.

"Colonel Clayton's Lake Tour," is the title of an entertaining novel which is being distributed by the passenger department of the Detroit & Cleveland Steam Navigation Co. The book contains several hundred pages and tells of some interesting experiences.

The machinery of the steamer Italia broke down on Lake Superior and she was towed down by the steamer Philip Minch. Her consort, the big schooner Amazon, was picked up by the steamer Bulgaria of the same fleet. The Bulgaria also has the Polynesia in tow. The three boats have about 13,000 tons of ore, which is as much as some of the small mines will ship during the entire season.

The Boston Post tells of an old lake schooner as follows: "The schooner Ira Laffrinier, of Deer Isle, Me.. Capt. Pomeroy, from Bangor for New York with lumber. was driven ashore off Nauset Bar this afternoon during the gale. The captain and crew of four men were rescued by a volunteer crew captained by E. P. Snow in the boat of the Humane Society. The schooners looks to be in a bad position and is likely to go to pieces. The Ira Laffrinier was of 198.68 tons gross, 123.2 feet length, 25 feet beam, and was built in 1863 at Cleveland, Ohio, her home port being, however, Deer Isle.

The work of recovering the copper from the steamer Pewabic is not progressing so fast as the wreckers would like. Last week the amount taken up from the wreck was small. The copper is in large masses and is imbedded in the clay. Most of the grapples from the diving bell were broken in the effort to raise it. As the masses are raised, they are swung so as to clear the diving bell. One mass. weighing several tons, slipped just as it reached the top of the water and taking a sheer as it dropped, missed the diving bell by about a foot. An effort is being made to blow up the wreck with dynamite. Giant powder has been used, but it was not successful.

A dispatch received from New York says that the canal boat Gamma has just returned from a trip to Toledo, O., on which she made a record, for that distance. She is one of a fleet of steel canal boats which began running from Buffalo to Sew York on June 20 with three transports in tow, carrying 4,000 barrels of sugar. She was bound for Toledo. The trip was made up the Hudson River to Troy, and from there through the Erie Canal to Buffalo and along Lake Erie to Toledo. Her cargo was unloaded and a cargo of grain taken on. She made the round trip, between 1,500 and 1,600 miles, in twenty-two days, nineteen hours and a few minutes.

It is generally supposed that the Walk-in-the-Water was the first steamer put afloat on the lakes, but according to good authority she was preceded by at least two. The first of these is said to have been built by Canadians at Brockville in 1816. She made several trips on Lake Ontario that year, but her principal business was trading on the St. Lawrence River. In the following year another steamer was built at Sackett's Harbor, N. Y., intended to ply weekly between Lewiston and Ogdensburg. She used ten days in making the round trip of 600 miles. She was 110 feet long and measured 246 tons and had machinery of 21 horse-power. She was broken up not long after, as the scheme proved unprofitable.

Thomas Adams of Detroit recalls an interesting circumstance connected with the season of 1879, the first three months of which were exactly like the present. At the end of those three months freights began to take an upward turn, and his firm began to look out for a big consort. They chanced upon the J. H. Rutter, which they still own. The first price asked for her was $25,000, but the agent through whom the purchase was being attempted thought this too high, and declined it. Still he kept after her. Freights continued to go up and the price of the vessel with them. The agent was finally compelled to pay $27,000 and she passed into the hands of Adams & Farwell. Freight rates reached $5 a ton and more before that season and the Rutter would have entirely paid for herself had she not gone ashore. That took some of the gilt edge off the profits, but she more than paid for herself in the next year.

Oswego will soon have a harbor capable of entering deep-draught vessels and free from all impediments to navigation. After next spring any vessel or steamer that can come through the Welland Canal will be able to land at any dock north from the south side of Seneca street, on both sides of the river, provided the property owners on the west side of the river have the water deepened from a point 50 feet from the face of the docks. The governmnt contract calls only for deepening the channel to 16 feet to a point within 50 feet of the dock. All excavating inside of that point must be done at the expense of the property owners. There is also a proposition on foot to have the upper end of the island dock removed. That would give a fine channel with plenty of water and lots of room for the large steamers getting up to the Northwestern elevator.

Formal complaint has been filed with the local steamboat inspector at Milwaukee by Capt. Robert Smith, of the whaleback steamer Christopher Columbus, against Capt. Stines of the steamer Virginia. Capt. Smith charges Capt. Stines with crossing the bow of the Columbus, causing the collision of Sunday evening. Capt. Smith charges that the Virginia ran into his boat without reason or the least excuse; that the Virginia was signalled that she could not pass, but no attention was paid to the warning and the collision resulted. Capt. Stines of the Virginia declares that the affair was a trivial matter and the damage very little. He says when he neared the Columbus he signalled that he could, and he consequently went ahead. The affair is said to be the outgrowth of a feeling between the captains of the two lines. There has been more or less racing between them and complaint was made a year ago by Stines against Smith for some alleged failure to comply with the steering and sailing ruels.

THE NEW JAPANESE CRUISERS.

It is now stated that the armaments of the new war ships ordered by Japan from United States shipbuilders is better than that of American vessels of the same displacement. The main battery consists of two 8-inch and ten 4.7-inch quick firing rifles. We have none of the former guns in our navy as yet. A calibre of six inches is our limit so far in quick firing guns. An American 8-inch breech loader will fire one 250-pound projectile every 90 seconds. The new Japanese vessels will be able to fire four 210-pound shells in 64 seconds. The great advantage thus rests with the Japanese vessels. The ten 4.7-inch rifles will give them no advantage over American cruisers. Their secondary battery, consisting of twelve 12-pounders and six 2.5-pounders, gives them an advantage over our largest cruisers in this kind of warfare. The new Japanese vessels thus have the advantages of high speed, great length and superior armament. Coupled with quick maneuvering their better ordnance should render them dangerous antagonists.

The cut of the Great Eastern, published in last week's issue of the Record, was kindly loaned us by the American Ship Builder, New York. Our printers made us say the Builder and the effort to betray us in this manner rather cleverly escaped notice on the eve of publication.

CORRESPONDENCE.

☞We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

AMEND THE LIBEL LAW.

Buffalo, July 27, 1897.

Editor the Marine Record:

One of the most vexatious incidents with which the lake master has to contend, is when they arrive at some upper lake port and some member of the crew comes forward and demands his discharge and money.

Although these men have invariably signed articles for the round trip, they will occasionally kick over the traces and want to quit. It appears that they generally choose a time when men are scarce.

What is the captain to do in this case? He is veritably between the devil and the deep sea. If on one hand he gives the man his money and lets him go, and should not be able to replace him, it generally causes a certain amount of dissatisfaction among the rest of the crew who have to do the discharged man's work. Then some forecastle lawyer will probably notice that the vessel has not her full complement of men, and if this forecastle lawyer's tender feelings are in any way hurt during the trip, he will report the fact of the vessel being short-handed to the authorities, and then comes trouble for the captain, whose owners will in all probability tell him if he had not paid the man off at an upper lake port he would have avoided trouble. If on the other hand the captain refuses to pay the sailor off who demands his money at the wrong end of the route, Mr. "Sailor" goes to the nearest shyster lawyer (and there are lots of them) and tells his story.

Mr. Shyster then goes with Poor Jack to the U. S. Marshal or Commissioner and their tale of woe is told to him. In most instances the Marshal will come to the boat and tell the captain to give the man his money and avoid trouble.

The captain under these circumstances will sometimes be willing to give the man his money when he finds out that in addition to the man's wages he has to pay several dollars for the Marshal's fee, and the "lawyer" will in all probability want something for his trouble.

In most instances the men who want to be paid off are the troublesome ones of the crew, the captain in this case burning with a sense of anger and injustice at seeing everyone trying to fleece him, will feel very like telling them to all go to a warmer climate. If he does let his feelings get the better of him (and they do so sometimes) the boat is at once tied up, and bonds must be given for her release, putting the owners to trouble, and in many cases delaying the boat, as my "shyster" generally manages to libel the boat just as she is ready to leave the dock.

The bonds are finally given and the boat departs for her lower lake destination, on her arrival there, the captain is asked by the owners, why did you not give that fellow his money and not put us to all this trouble? In the meanwhile Jack stays on shore and frequently demands payment for his time until he is paid, and also for the price of his board whilst he was waiting for his money.

What remedy has the owner against the irresponsible men, who can demand what they please, as they know they have nothing to lose, while if they are granted their demands they get more than they are really entitled to?

Of course if the owners were to go to law with the men they would win their case and probably be awarded damages and costs, but where are they going to collect them? They have only a few dollars in hand belonging to the refractory Jack; he has no available assets that can be levied on, and you cannot take blood out of a stone

The shyster lawyer knows that the owners will pay sooner than go to law so they just simply run a bluff, never having the remotest intention of taking the matter into court, as they know their case is no good, but they rely on the owners weakening first, which they generally do, as they cannot afford to lose their time and money fighting about a few paltry dollars.

This subject is not to be looked upon from a monetary standpoint, but it must be looked upon from the standpoint of saving time and trouble for the captain and owners. No vessel on the lakes in these days of strict economy carries more men than the law actually requires, so if any men are paid off and their places cannot be filled there is a chance of captains and owners getting themselves into serious trouble through running their vessels short handed.

Cannot any of our vesselmen suggest a remedy for this state of affairs? Jack may demand his pay anywhere he pleases, but if the captain wants to get rid of him, and he does not want to go, he simply says, "I am on the articles for the round trip." That settles it. EROS.

STEERING RULES.

Cleveland, July 26, 1897.

Editor the Marine Record.

In Article 3, Paragraph E. of the Revised International Rules for preventing collisions at sea, which took effect July 1, 1897, we are gratified to see one of our lake rules sanctioned by the powers that be.

They have actually given permission for ocean steamers to carry a central range of lights such as we have on the lakes. The International Commissioners say they may carry these lights, why don't they say must? But perhaps it is too much to be expected from the old sea-dogs who look with disdain on the frog pond sailors to think they will come over to our views of safe navigation at one jump, but they are getting there.

The range lights on lake steamers are considered one of our greatest safeguards, as they can frequently be seen above fog and vapors, which sometime prevail, just high enough above the water to obscure the side-lights, and as they very clearly indicate the course of the boat there is no difficulty in keeping clear of each other whether the side-lights are seen or not.

Another thing noticeable in these same ocean rules and regulations is they allow the ocean navigators to blow a passing signal when in sight of each other, but do not make it compulsory. Why not make it compulsory? Surely it will do no harm to let the other fellow know what you intend to do and vice versa.

It is all very well for them to say keep your own side and you will be all right, but the insurance companies have found out to their cost that sometimes the pilots or navigators do not keep their own side, and there is trouble which might have been averted by a blast of the whistle. as no one in his senses will port when he knows the other fellow is starboarding, or will starboard when he knows the other is porting.

In case of trouble occurring there is always more chance of coming to a conclusion, as to which party is to blame as every one within hearing of the whistles will know what the pilots' intentions were, and it is not left to the wheelman alone to contradict or corroborate his officer's statement.

The position which most frequently causes trouble (when no whistles are blown) is when steamers are meeting nearly end on. One pilot thinks he is far enough over to keep clear by keeping his course, the other thinks he is not, and shifts his helm and trouble ensues. Whereas if the first blew two whistles and was answered by two from the other they would have proceeded without any difficulty.

It is wondered by lake pilots, why passing signals in a fog are not sanctioned by the International Commissioners, when it would simplify matters so much. In these days of large iron and steel ships, no matter how slow they may be, the momentum is so great that when they come in sight of each other in a dense fog they are so close that before they can be entirely stopped they come together, and there is a great likelihood of having broken plates, etc. We had these same no-passing-signal-in-a-fog rules in force on the lakes for one year, but they were found impracticable and were abandoned the following year.

No one has yet been able to define the term moderate speed as applied to vessels navigating in a fog, and it is safe to say the majority of seamen would like to have it defined by some of our inspectors. The rules and regulations for the government of pilots as in force on the lakes are without exception the best rules that can be adopted and they are equally practicable in all parts of the globe and it is safe to say will be adopted in their entirety by the whole civilized world. C. J. H.

NEW TONNAGE.

In the list of new tonnage sent the Record this week by the Bureau of Navigation we find the Scotch built ship E. C. Mowatt of 1,124 tons, hailing from Philadelphia, Pa. Black Rock, 1,647 tons, built at and hailing from Port Huron. The Evelyne, 1,963 tons, built at Southampton, England, hailing from New York, and other tonnage built to the order of American owners especially do we call attention to the two big boats built by Hughes Bros. & Bangs, at Nowalk, Ct., aggregating nearly 1,000 tons. One is a barge and the other a scow named No. 2.

LARGE CAR FERRIES.

Th Lake Michigan Car Ferry Transportation Co.'s two immense transports, to be operated between Benton Harbor and Manitowoc, in connection with the Chicago and Northwestern, the Wisconsin Central and Big Four railway companies, are now at work.

They carry 30 cars each, and will be in tow of the steel tug Fischer, one of the largest and most powerful tug boats in use on the great lakes. The enterprise will greatly increase the commercial importance of Benton Harbor port.

OFF ON A LONG CRUISE.

The schooner Myrtle Camp departed from Sheboygan Monday night on its long sail to the Hawaiian Islands. which is expected to occupy three months at least. The Myrtle Camp is forty-eight ton register, sixty-seven feet long, breadth eighteen feet and a depth of nearly six feet. Oswald F. Stephens recently bought her for trading purposes among the Hawaiian Islands, having been engaged in the business many years ago. Capt. Gunderson of Sheboygan will sail the boat through the lakes and out the St. Lawrence to the ocean, where an ocean navigator will be engaged. Her crew will consist of four men. The destination of the schooner is Honolulu, of which city Mr. Stephens is a native.

A number of the factories of Sheboygan will send specimens of their manufactures for exhibit at the Hawaiian capital.

SALES OF VESSEL PROPERTY.

Among the transfers of vessel property recorded at Grand Haven recently are the following: Steamer Claribel —A. Booth Packing Co., of Chicago, to Charles Roe of Harbor Springs, the whole, $350. Steamer Lorain L—H. W. Williams Transportation Co., to G. A. Martin and F. B. Williams, of Chicago, the whole, $6,300. Schooner Minnehaha—Christian Degan of Montague to John Ladher of North Muskegon, the whole, $300. Tug N. McGraft—Muskegon River Boom Co. to W. E. Parsons of Muskegon, the whole, $800. Tug Ellen Gertrude—Mary Gallagher of St. James to James Gallagher of the same place. one-half, $1,000.

AN HISTORIC OLD CRAFT.

Incidental to the raising of the old schooner Porcupine by E. C. Richards, principal of the Fruitport schools, a short account of that historic old craft would not be amiss, says the Grand Haven News.

In Perry's famous battle on Lake Erie, the Porcupine played an important part and fought seventh in the line of battle, there being nine ships in the fleet. After the war of 1812 she became a trading vessel, and eventually became the property of Barber & Mason, pioneer lumbermen on Grand River, who used her in the lumber trade between Spring Lake, then called Mill Point, and Chicago. She was afterward sold to Ferry & Sons, who used her in their extensive lumber trade, until she became unseaworthy, and she was then sailed up into Spring Lake and allowed to sink in 1848.

During her last year on the lakes her condition was such that Capt. Pat Mahoney was obliged to hire a new crew at every point, as it was a case of "pump ship" in order to keep afloat.

Capt. Mahoney would change the worn out pump bolts for new ones and the new crew would examine the pumps with great satisfaction, which lasted only until they were outside the harbor.

Capt. Mahoney used to say that he had been shipmates with every able-bodied sailor on the lakes, but had a very short acquaintance with each.

Old residents of Grand Haven recall the time when they played upon the deck of this historic boat and were shown the traces of hard usage received in the famous battle on Lake Erie.

Col. Wm. M. Ferry, of Park City, Utah, formerly part owner of this craft, while visiting in Grand Haven the past winter, identified the boat raised by Mr. Richards as the one sunk by him a half century ago. At the time of the exposition in Chicago there was some talk of raising this boat and placing her on exhibition at that place, but her condition would not warrant the undertaking.

GOOD SAILORS ARE PLENTIFUL.

The effort to find naval recruits on the lakes has been attended with more success than the government expected. The officers report that many desirable applicants present themselves for service, and that the number of desirable men that ca nbe secured will exceed the expectations of the navy department. Three or four offices have already ben opened by Lieut.-Com. J. M. Hawley, of the United States navy. Com. Hawley will have with him a surgeon, a boatswain and an engineer, who will make the examinations. The class of men whom he desires to enlist are seamen, ordinary seamen, shipwrights, painters, machinists of first and second classes and coppersmiths. Seamen get $24 a month, and must be between 21 and 35 years of age; ordinary seamen $19, and from 18 to 30 years; shipwrights, $25, and from 21 to 35 years: machinists of first class, $55, and from 21 to 35 years; of second class, $40, and same age; coppersmiths, $50, and from 21 to 35 years. Chief machinists get $70 a month, and chief engineers' mates $50. In addition to this they get rations, medical attendance, and in fact everything except clothes.

When a man enlists it is for a term of three years. Whenever he re-enlists he gets $1 additional to rate of pay, and three months' bounty. For instance, if a man draws $50 a month and re-enlists, he will get $51 a month and a bounty of $150. Every man, too, has a chance of promotion if he deserves it. The machinists must know the names and uses of marine engines and boilers, and must be machinists by trade, able to work with the tools in a machine shop and do desk work. Machinists who have had experience at sea with marine engines may be enlisted in the first class, those with no experience as second class. Every man who enlists will be sent to New York at the expense of the government. The government is also bound whenever it discharges any man to return him to the place where he enlisted, no matter if he were on the other side of the world. Complete record of every man is kept, showing his professional qualifications, his conduct, his offenses, punishments, etc. Medals are also given for good conduct. Com. Hawley does not expect to enlist anw apprentices, but should any of the right kind offer themselves he would take them. The office will be open there about ten days. The idea is something of an experiment, but if fifteen or twenty men are enlisted Com. Hawley will be well satisfied.

HARBOR WORK ON THE GREAT LAKES.

Annual reports submitted to the War Department by three United States engineers show what has been done toward improving the harbors and channels of the lakes. The report of Colonel J. A. Smith, who has charge of the Cleveland district, says in his report which covers the fiscal year ending June 30, 1897, that while considerable work was accomplished in the way of repairs, no general improvement projects were inaugurated until almost the close of the year, and no results from that work are yet apparent. Colonel Smith discusses the projected improvement of the Cleveland harbor at length, and intimates strongly that if an agreement is not soon reached between the city of Cleveland and the Pennsylvania Co. which is needed for the proposed widening of the river, the government may step in and settle the dispute by condemnation proceedings. It is quite evident that the War Department will brook no further unreasonable delay.

Following is an abstract of Colonel Smith's report.

"At the Cleveland harbor the total expenditures for all purposes from 1825 to June 30, 1896, was $1,636,612.87. The depth of water at harbor entrance is from twenty-two to twenty-four feet, while the channel entrance, maintained by dredging, is from seventeen to nineteen feet. During the year the work of removing the old east pier and replacing it with a new pier, having a superstructure of stone, and concrete masonry, was completed. The new pier is 322 feet long. Considerable dredging was done during the year, with particularly satisfactory results. Various repairs to the breakwater were made at a cost of $5,000. Discussing the proposed improvement of the harbor under the last river and harbor act, Colonel Smith says:

"The most important work for the improvement of the harbor is the widening of the river channel and construction of the west pier. The widening of the channel, however, is contingent upon obtaining title to the land which must be removed, and on which the new pier must stand. Assurances have been received that the land would be obtained by the city and that the title would be transferred.

"The improvement of widening the river mouth is of too much importance to be abandoned. The land in question is of small value for any real business purpose. If the disagreement between the Pennsylvania Co. and the city is to result in much longer delaying the commencement of this improvement, which is so essential to the Cleveland Harbor, it may become necessary to ask Congress to authorize measures to procure the land by purchase or condemnation under provisions of law.

The total cost of repairing the west breakwater, the contract for which was let to Hunkin Bros., of Cleveland, is estimated at $413,843.78. Operations on the breakwater will begin about August 1. The amount expended during the year was $47,179.95.

After discussing at length the general project for the improvement of the Toledo harbor, Colonel Smith says that the total expenditure upon the straight channel in Maumee Bay and channels in Maumee River from 1887 to June 30, 1896, was $6,735,416. During the last year the dredging of channels at the "crossing" and at the "Lake Shore shoal" was completed. The widening of fifty feet on the north side of the channel has been nearly completed and that on the south side commenced.

At the end of the fiscal year depths exceeded seventeen feet in the shoalest places and average depths were eighteen feet. The total expenditures for the year were $39,042.42.

In connection with his report upon the Toledo harbor improvement, Colonel Smith renews his recommendation of last year that he be permitted to have built a small steamer for general service in his district at a cost of $25,000, the cost to be alloted to the various improvements in the district.

Ashtabula Harbor, Colonel Smith says, the channel now has a depth of twenty feet throughout from the county bridge to the lake. A contract has been let for the construction of a section of the west breakwater 432 feet in length, and the work begun. The commerce of the harbor is very large and increasing. The amount expended during the past year was $44,209.36.

Fairport Harbor. As a large amount was found necessary to be used for dredging the bars, it is not deemed prudent to plan for an expenditure on the breakwater exceeding $25,000. A larger amount, in the opinion of Colonel Smith, ought to be made available as soon as possible. The amount expended during the last year was $10,933.55.

Sandusky Harbor. Ot the close of the fiscal year, the channels were in better condition than ever before. Vessels drawing seventeen feet have no difficulty in reaching the wharves when the lake is at mean level. The amount expended during the last fiscal year was $16,222.65.

Black River Harbor. A large part of the piers are in bad condition. It cannot be repaired, but must be rebuilt. A project involving the expenditure of money principally for dredging the channel was carried out. The work of removing and rebuilding a section of the west pier is now progressing. The total amount expended during the last year was $17,425.94.

Vermillion Harbor. The sum available for repairs at the beginning of the fiscal year was so small that no important work could be undertaken. A piece of pier ninety feet long was, however, renewed in a most substantial manner, at a cost of about $34 per linear foot, which is less than any similar work on Lake Erie has ever cost, when done by contract. The total amount expended during the year was $3,544.62.

Huron Harbor. During the past year, the amount expended was $9,470.22, nearly all of which was applied to the construction of new piers. The commerce, which last year exceeded a half million tons, is constantly increasing.

Port Clinton. The expenditures during the past year were $216.73. Contracts have been made, however, for the reinforcement of the jetties, so far as may be done with available funds.

Monroe Harbor, Mich. The river and harbor act of 1896 appropriated $5,000 to be applied to dredging the channel. Work under this appropriation has not been commenced, because there is no pressing demand of commerce for which the expenditure will provide. It is proposed, however, to expend the appropriation for dredging before the close of the present season.

Major Marshall, in charge of river and harbor improvements, says that no work was done in improving Chicago Harbor during the year. The harbor is in excellent condition, with the exception of the settling of parts of the easterly and southerly breakwaters. The Chicago River was improved by dredging, the following amount of material being removed: Main river and south branch, 258,966 cubic yards; north branch, 248,610 yards. The river can now accommodate vessels of sixteen feet draft only. The tunnels absolutely limit the draft of vessels, the bridge draws, docks, and bends absolutely limit the length and beam. The amount expended during the year was $24,475, leaving an available balance of $19,826. Work on Calumet Harbor, Ill., was applied to the extension of the south pier and to dredging the channel between the piers and in Lake Michigan. Two hundred and twenty-three thousand and six cubic yards of material were removed from the channel, and the pier extended 800 linear feet. Work is now in progress in rebuilding the superstructure over 500 feet of the north pier near its outer extremity. The improvements in connection with the approaching completion of the 20-foot channel, says the report, has provided Chicago with the finest harbor on Lake Michigan, capable of receiving the largest vessels on the lakes as long as the bar at the mouth of the river can be kept dredged. The arrivals and departures of steam vessels at South Chicago during the year were 1,454, registered tonnage 2,116,482 tons. The amount expended during the year was $58,242, available balance, $15,457.

The jurisdiction of Captain George A. Zinn, Corps of Engineers, United States Army, embraces all river and harbors on the west shore of Lake Michigan, from Menominee in Michigan and Wisconsin to Waukegan, near Chicago. It is said that he recommends that the following sums be expended during the next fiscal year:

Menominee Harbor	$ 5,500
Menominee River	5,000
Oconto Harbor	5,000
Green Bay Harbor	38,000
Sturgeon Bay and Lake Michigan ship canal	63,500
Harbor of Refuge, Sturgeon Bay	5,500
Ahnapee Harbor	15,000
Kewaunee Harbor	6,600
Two Rivers Harbor	19,800
Sheboygan Harbor	26,600
Port Washington Harbor	4,400
Harbor of Refuge, Milwaukee, estimated cost to complete breakwater	155,650
Milwaukee Harbor	14,000
Racine Harbor	24,000
Kenosha Harbor	34,000
Waukegan Harbor	3,000

No recommendation is made for Pensaukee Harbor, there being sufficient money already available to maintain the works there, and no recommendation is made for Manitowoc Harbor. It is said that there is about $45,000 available in the present appropriation for this harbor, and that it will pay for the completion of the work, and leave a balance of $8,000. Nor is an additional appropriation recommended for South Milwaukee Harbor.

Capt. Zinn says of the Sturgeon Bay and Lake Michigan canal that since the government purchased the canal in 1893 the tonnage has increased over 50 per cent. notwithstanding the commercial depression. This rapidly increasing commerce plainly demonstrates the importance of widening both the canal and the channel in Sturgeon Bay.

CANADA'S DECLINING SHIPPING INTERESTS.

Canadians are manifesting renewed interest in the shipping interests of that country and are informally discussing means and methods to rehabilitate the commerce of that country. Although the territory of the Dominion borders on four of the five great lakes, with the St. Lawrence river as the only outlet to the coast, although Prince Edward Island, Nova Scotia and New Brunswick are on the seaboard. Canadian shipping has declined and many of the well informed contend that the number of ships will continue to decrease. It is true of course, that Canada has never occupied a prominent position as regards shipping interests. The amalgamated provinces have a marine association, similar in some respects to the Lake Carriers' Association, with a membership of about fifty, and its aim is to promote the marine interests of this country. However energetic they may have worked their labors seem to have been ineffectual. Today Canada has no large ships. Her best craft are small, and on the great lakes the Canadian boats are not to be compared with American tonnage. During the past week the steamers Rosedale and Algonquin took on cargoes of steel rails at Cleveland. These are undoubtedly two of Canada's best craft on the inland seas. The biggest boats registered in Canada which are employed on the lakes are:

Steamer Algonquin, gross tonnage, 1806; keel beam, 245x49; owned by the St. Lawrence & Chicago Steam Navigation Co., Toronto.

Steamer Alberta, gross tonnage, 2,282; keel beam, 264x38; owned by the Canadian Pacific R. R. Co.

Steamer Athabasca, gross tonnage 2,268; keel beam 263x38; owned by the Canadian Pacific R. R. Co.

Steamer Manitoba, gross tonnage, 2,615; keel beam, 303x38; owned by Henry Beatty, Toronto.

Steamer Monarch, gross tonnage, 2,017; keel beam, 240x35; owned by the N. W. Transportation Co.

Steamer Rosedale, gross tonnage, 1,778; owned by the St. Lawrence & Chicago Navigation Co.

The rest of Canada's lake fleet is smaller than the vessels mentioned. Whatever may be the future of the Dominion's shipping, it is certain that her ships are unimportant at the present time. On January 1, 1896, Canada had 7,262 vessels, the registered or net tonnage being 825,836. The report for 1895 showed a decrease in tonnage of 43,788 tons, the usual average for about six years.

LIST OF LETTERS RETURNED FROM MARINE P. O. AND ADVERTISED AT DETROIT MICH.

Aurenson, Jno., Schooner Hawgood.
Brown, Robt., Steamer Kalujuga.
Crosby, J. H., Barge Amazon.
Commins, Chas.
Cameron, Ewen, Steamer Jno. Fisk.
Coonan, Curtis.
Emeigh, Jerry.
Gregory, Jno., Steamer Frontenac.
Goldburg, Jno., Steamer Preston.
Henning, Miss Martha.
Hoover, N. E., Capt.
Hank, George.
Kuntz, Albert.
Laughlin, Daniel.
Leavens, Allen.
Mitchoel, Albert, Steamer Selwyn Eddy.
MacDonald, Effie, Steamer Iron Chief.
McNeill, W. H.
Patterson, R. C.
Ryan, Dan, Capt.
Tyler, Miss Ella, Schooner Marine City.

JNO. J. ENRIGHT, P. M.
Per M. B.

ALL THE BIG TONNAGE IN SERVICE.

On Monday of the current week the steamer Globe, which was operated by John Gordon last season, cleared for Superior, where she will receive a cargo of fifty-cent ore. The vessel has been in ordinary all season, she being the last of the large steamers to go into commission. It is figured that the Globe will just about pay current expenses, which is all that large tonnage is doing While all the tonnage on the lakes is not in service the number of vessels tied to the dock is exceedingly small. Owners display their customary reluctance about taking their vessels out of service.

The increase in the coal trade of Cleveland has been large this season as is reflected by the customs house reports. During the week statistics have been compiled which exhibit the receipts of ore and the shipments of coal from the ports comprising the Cuyahoga district—Cleveland, Astabula, Fairport, Conneaut and Lorain. Receipts of iron ore at the ports to July 1 were 1,771,777 gross tons, as compared with 2,198,013 gross tons for the same period of last season. Shipments of coal for May and June were 608,382 net tons, and 607,017 tons for the corresponding months of last year. The June receipts of ore were 1,219,502; for June, 1896, 1,132,169. Coal shipments for June were 317,378; for June, 1896, 349,547. The custom house figures showing the receipts of ore, gross tons, follow:

	May.	June.
Cleveland	182,727	366,968
Ashtabula	248,929	540,271
Fairport	87,374	153,717
Conneaut	27,200	99,142
Lorain	6,045	59,204
Total.	552,275	1,219,502

Coal shipments, net tons, were:

	May.	June.
Cleveland	189,760	167,216
Ashtabula	64,856	100,127
Fairport	18,700	25,258
Conneaut	9,438	14,947
Lorain	8,240	9,830
Total	290,994	317,378

In June, 1896, Cleveland shipped 132,075 tons of coal, somewhat less than this season. Ore receipts during that month last year were 505,403 tons at Cleveland, and 501,900 at Ashtabula.

Coal shipments continue light, owing to the mine operators' strike and when the trouble is adjusted the movement will not really begin before a week, that being the usual time required to get business under way. There is satisfaction in the belief that there will be a big rush, with possibly an increase in freight rates, after the strike ends. The movement will certainly be brisk as shipments have been practically at a standstill since July 5 and little coal has gone forward from Buffalo. During the past week tonnage has been chartered for the month of August at 50 cents from the head of Lake Superior to Lake Erie. One well known ore sales agent has bet a considerable sum of money that the movement of ore for the season will not exceed 7,500,000 tons. However, the bet was accepted by a person whose ideas and opinions are worthy of consideration. In the grain trade considerable tonnage has been tied up for September

SHIPPING AND THE TARIFF.

That a discriminating duty of ten per cent. ad valorem, in addition to the duties imposed by law, shall be levied, collected, and paid on all goods, wares, or merchandise which shall be imported in vessels not of the United States, or which being the production or manufacture of any foreign country not contiguous to the United States, shall come into the United States from such contiguous country; but this discriminating duty shall not apply to goods, wares, or merchandise which shall be imported in vessels not of the United States, entitled at the time of such importation by treaty or convention to be entered in the ports of the United States on payment of the same duties as shall then be payable on goods, wares and merchandise imported in vessels of the United States, nor to such foreign products or manufactures as shall be imported from such contiguous countries in the usual course of strictly retail trade.

That all articles of foreign or domestic production needed and actually withdrawn from bonded warehouses and bonded manufacturing warehouses for supplies (not including equipment) of vessels of the United States engaged in foreign trade, or in trade between the Atlantic and Pacific ports of the United States, may be so withdrawn from said bonded warehouses, free of duty or of internal revenue tax, as the case may be, under such regulations as the Secretary of the Treasury may prescribe; but no such articles shall be landed at any port of the United States.

"NOTHING SUCCEEDS LIKE SUCCESS."

If the above is true, it is certainly exemplified in the case of Miles Barry, whose portrait appears in this issue. Mr. Barry is one of six brothers and was born at Kingston, Canada, thirty-nine years ago, who like the balance of the Barry boys, followed the life of a sailor for a few years. He then went to Muskegon, Mich., and with his other two brothers who had gone there before him he commenced to work on the tug boats of the Muskegon Booming Co.

In the meantime the other brothers began to arrive and followed in the boating business.

In the year 1879 they accumulated money enough to make a first payment on the tug "Frank Teele," and from that date on it has been a steady progress.

In 1889 Chicago was decided upon as the objective point for their future home and as the place that afforded them the opportunity to extend their business. Upon their arrival in Chicago they were assailed with the severest kind of competition—not only did it last for a week or a month, but rather was for years. But through the skillful handling of the company's manager (the subject of this sketch), the Barry Bros.' "Independent Tug Line" is the emblem of success.

CAPT. MILES BARRY.

The marine interest has witnessed the growth of the company from a few small tug boats with comparatively no power, to one of the most powerful line of tug boats on the lakes. It has also been asserted by those who claim to have a knowledge of the company's business, that in their power they reduce the price of towing and are still going to do so very materially.

This season the Barry Bros. commenced operations with their new tug line at Duluth, and with the same object in view have purchased only very powerful boats. With a tug line at two of the principal marine points, and a complete diving and wrecking outfit stationed at Chicago, their patrons are guaranteed all the requirements pertaining to towing and wrecking.

In speaking about being successful in business, we may as well mention the fact that politically they also are strong.

This spring Mr. Miles Barry was elected Alderman of the 24th Ward, and was further favored by Mayor Harrison in his appointments, naming Ald. Barry as chairman of the harbor, bridges and viaduct committee; being a position that allows Mr. Barry to be very favorable to the marine interests.

One of Mr. Barry's first efforts was to reduce the bridge hours very materially to the great advantage of boats going to elevators, saving storage and time.

MARITIME LAW.

IN THE SUPREME COURT OF THE HAWAIIAN ISLANDS.

March Term, 1897.

WILDER'S STEAMSHIP COMPANY, (Limited) v. THE BRIGANTINE "LURLINE."

(Appeal from Circuit Judge, First Circuit. Submitted March 15, 1897. Decided June 17, 1897.)

Frear and Whiting, JJ., and C. Brown, Esq., of the Bar, in place of Judd, C. J., disqualified.

Salvage.

The court will not reverse the decision of the trial judge in admiralty in salvage cases unless it manifestly appears that some important error has been committed.

There is no fixed rule by which a percentage of the value saved should be awarded, but such awards are largely within the discretion of the trial judge.

This circuit declines to disturb an award of one-fourth by the trial judge, the claim being for a third.

Synopsis of Opinion of the Court by Whiting, J.

Circuit Judge Perry heard the case below and decreed that the libellant is entitled to salvage in a certain amount, and the libellant appeals to this court.

The decision appealed from is in substance as follows: This is a libel for salvage brought by the Wilder Steamship Co., Limited, a Hawaiian corporation, for itself and others interested as salvors, against the brigantine "Lurline," her tackle, apparel, furniture and ballast.

Briefly stated—the facts established by evidence are these:

About 1:30 a. m. Saturday, December 5, 1896, the Lurline at anchor in harbor of Kahului, Maui, parted her cable in a storm of wind and rain, and about 2 a. m. in a breaking sea went on a reef to leeward.

At 6 a. m. Robert English, pilot of the harbor, with six men from shore boarded the vessel, then from forty to fifty feet from deep water; she afterwards went six or seven feet further in. Some unsuccessful efforts were then made to get the ship off, the captain using all his tackle. About 9 a. m. D. Center, representing in a measure the owner, went on board and suggested to Capt. Brown, of the Lurline, that he make use of certain steam-plows of the Commercial Sugar Co. to pull the vessel to deep water; this suggestion was not adopted. Shortly after, libellants steamship Likelike came into harbor on her regular trip to Honolulu; the storm and sea had abated, but weather was still threatening. Capt. Andrews, of the Likelike, at once boarded the Lurline, offering assistance which Capt. Brown accepted. After this Andrews taking advantage of the conditions and of Capt. Brown's expressed belief that his ship was "in extremis," procured his signature and approval made under protest on a bill for $5,000 to be paid if the Lurline was taken from her position on the reef and safely towed to Honolulu harbor, but then only.

Capt. Andrews promptly attempted to move the Lurline, but failed, owing to the low water, he then laid by until the tide should serve, keeping the lines taut to prevent the Lurline from pounding. Between the time of going ashore and the Likelike's making fast to her the Lurline pounded on the rocky bottom suffering injuries necessitating new keel and some other repairs; the efforts of the Likelike stopped further injury.

During Saturday afternoon the six men who had accompanied the pilot from shore, fifteen men from the Likelike, and the crew of the Lurline, six men, removed two hundred tons of sand ballast from the Lurline. Between 11 p. m. and midnight the Likelike pulled the Lurline into deep water and on Sunday morning left with her in tow, arriving in Honolulu on Monday morning, one day later than her schedule time, but in season to permit of sailing upon her next regular trip without inconvenience from the detention. Extra services of the crew and extra coal cost the libellants $86.50 and $22.00 respectively. If while pulling on the Lurline, the hawsers had parted and the engines had not been reversed in time and the anchors had failed to hold the Likelike would have been in danger of going on a reef about 600 feet ahead of her. No extraordinary risk appears to have been incurred by the Likelike.

Three methods of getting the Lurline off the rocks without the assistance of the Likelike were suggested, but while one might have succeeded, the probabilities are that the delay incurred would have been fatal to the ship. As to the value of the Lurline for the purposes of

(CONTINUED ON PAGE 10.)

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CLEVELAND, O., JULY 29, 1897.

SHIPS' LAMPS.

Hardly a week passes during the season of navigation without there being more or less serious collisions to report, and, as these cases are not inquired into on the lakes there is no means of tracing or finding out the cause or causes leading up to the collision.

It would appear to us, that in some instances at least. inferior, cheap signal lights, such as side-lights and mast-head lights, were accountable for the trouble that a vessel sometimes gets in and this, too, from a mistaken notion of economy, as it always pays to have the best possible aids on shipboard and this is especially true regarding lights. The judge of an English Admiralty court said in a recent case that was before him that he had just enough information to convince him that the failure of the man on the lookout, the pilot, and chief officer to see a green light in time to avoid an accident must have resulted from neglect of the lamp-trimmer who had the cleaning of the lamp, or the imperfect state of the lens. Bad oil, a smoky wick, or inattention in trimming, must have dimmed the illumination, if the lamp itself was not defective. In a former suit the President of the Admiralty Court and the nautical assessors were puzzled to understand, on the facts submitted, how a green light could not be observed till two steamers were so close together as to involve positive collision, and an adjournment took place. It was found. on test by the Elder Brethren of the Trinity House, who were consulted by the judges that the green lens absorbed 98 per cent of the power given forth by the lamp. Opaque lens of this description, coupled with the use of dirty rags in polishing, destroys the value of a light. The Board of Trade give notice with respect to the coloured side lights, that the regulations do not admit of less powerful or less effective lights being carried by small ships than by large ships, and that owners and masters will save expense, delay, and trouble if they see that the following conditions are complied with in all colored side lights they purchase, viz.:—(1) That the colored lens of every lantern to be used for a side light is not less than a third of a circle; (2) that the chord of the arc made by the lens is not less than eight inches; (3) that the lens is not less than five inches in height; (4) that the back and side of the lantern are not less than nine inches, and that the height of the lantern inside is not less than eleven inches. exclusive of the chimney; (5) that the color is good; and (6) that the lantern is sufficient in all other respects and is properly constructed, fitted, and arranged. In writing on this subject the Liverpool Journal of Commerce says: "Through neglecting to attend to these conditions, the Board of Trade intimate that the vessel may at any moment be stopped in a strange port, at great expense and inconvenience. It is further mentioned that surveyors are to bear in mind that lanterns in which paraffin is burnt, should, as a rule, be more roomy than candle or oil-lighted lanterns. If all the Board of Trade requirements are carried out, and the superior class of lanterns supplied, an insufficiency of over-worked deck hands or neglect may create peril. The burners also have been so placed in lanterns that the lights were cast up into the clouds instead of shining horizontally. Lanterns may be discovered that are so badly adjusted as to throw their lights upwards at angles of from 20 to 35 degrees. Blue skies fail to teach the ignorant that water is a reflecting mirror, consequently they strive to light up the clouds. There are manufacturers of repute whose lanterns may be depended upon; but there are shoddy illuminating gear to be had. It is discreditable that at times lanterns are borrowed with the object of passing examinations but we incline to the opinion that all lighting apparatus should be numbered and marked for identification."

SUBMARINE DISTURBANCES.

Earthquakes formed an important topic in the interesting lecture which Prof. John Milne delivered to the Royal Geographical Society last week, though he was dealing with the wider subject of the changes which go on beneath the sea. Each successive telegram from India brings worse and worse accounts of the recent seismic disturbances there. Large districts have suffered more or less severely about Calcutta, Madras and Bombay, but the devastation in Assam is stated to be on a far greater scale, and it is probable that the worst is not yet known. But Prof. Milne was discussing a more comprehensive question—the movement that takes place "in the silence of the central sea." We have long been aware that even here the earth is not absolutely at rest. Tiny organisms fall, like a perpetual drizzle, on the ocean floor; earth dust, yet more minute, sinks gradually down through the water, but this ooze accumulates with extreme slowness. Besides, this. the floor itself may be uplifted or depressed, but these movements also had been supposed to be very gradual—so much so that they could not be detected, could hardly be inferred directly, from any observation made by man. Prof. Milne, however, shows that there are occasionally very significant hints of what is going on, and that now and then nature moves more abruptly than some of us suppose. Submarine cables indicate unexpected disturbances; now the gutta percha is melted, as if by heat; now the cable is broken, as though by a strain; now it appears to have been buried in a mud slip.

There are, it seems, two sets of causes which produce movements beneath the surface of the sea. The one is the slow foldings, fractures and crushings of the crust—causes on land which have produced mountain chains, and are conspicuously recorded on their rocks. The other is the effects of erosion and sedimentation. The removal of material from one place, as from a seaworn coast, and the deposit of it in another, produce exactly the same result as the piling up of materials elsewhere would do—namely. unstable contours, which may ultimately cause movements of various kinds. In other words, there may be landslips below the water just as much as there may be above it, and from not dissimilar causes. Both these kinds of influence probably affect large areas.

There is a third, but more localized, modifier of the seabed—the submarine volcano. All three may produce earthquake, the first especially. Bent rocks may at least break under the strain; one or both parts of the divided mass may start forward, as it were, with a jump; myriads of tons of rocks are set in motion, and a shudder is propagated through the earth's crust, wrich, when it originates beneath the ocean, may shatter cities on reaching the land. and may raise huge waves, that come sweeping along the coast, bringing death and destruction to the lowlands. The first vibration may not be the only one; again and again, if the crumbling process continues, new slips may occur along the line of fracture, and fresh shocks be propagated through the crust.

One special object of Prof. Milne's lecture was to point out the circumstances in which these disturbances are most likely to occur. An earthquake and movement of some kind stand in the relation of effect and cause. Sometimes this movement is of an explosive character, and the shock is directly connected with volcanic action, but perhaps more often—the latter also stands rather in the relation of consequence to movements tending to wrinkle the earth's crust. Prof. Milne, during his residence in Japan—a veritable land of earthquakes—took some pains to ascertain whether the shocks were started in the mountain region, or beneath the sea, and found that, out of 419 shocks, less than one-sixth had originated inland, more than half beneath the ocean, and the rest near the coast, and even of these a good many had come from the sea. Besides this, he has observed that whenever the land descends rapidly beneath the surface of the water, whether from a coast line or into an ocean basin, there earthquakes are likely to originate, while gentle slopes are rarely the sites of disturbance. Slipping of materials also occurs much more easily in the former case, so that here disturbances of all kinds become more probable. In the northern part of the Indian Ocean there is, we may remark, a rapid deepening of the seabed, and on either side much accumulation of material. Whether the recent earthquake has any conection with the "swatch of no ground" cannot be known till more precise details have been received and compared, but Prof. Milne's remark on the general question to show that this is not impossible.

ENLARGING THE ERIE CANAL.

The report of the investigation of Maj. Symons of the War Department Corps of Engineers into the feasibility of various ship canal routes across New York State is of considerable interest. Three different projects were under consideration. One, known as the Oswego plan, is that preferred by the engineers, if an entirely new route were to be adopted. It contemplates the use of the Niagara River from Lake Erie to the vicinity of Tonawanda or La Salle, and the construction of a canal around the falls, requiring numerous locks and terminating in the lower Niagara in the vicinity of Lewiston. From this point the river and Lake Ontario would be utilized to Oswego. Then by the deepening of the Oswego and Oneida Rivers, the use of Oneida Lake, and the construction of a canal across the watershed, it is proposed to reach the Mohawk River and the Hudson. This is a roundabout way to get from Lake Erie to the Hudson and involves an estimated expenditure of at least $200,000,000. For this reason Maj. Symons opposes the construction of such a waterway.

Equally expensive, and even less practicable, is the St. Lawrence-Champlain route, which would coincide with the first described to Oswego, but instead of branching inland at that point would include Lake Ontario to the St. Lawrence River, and the river to Ogdensburg. From that city to Lake Champlain a canal would be necessary. and from the lake to the Hudson at Troy, the line of the Champlain Canal would be followed. So great would be the distance by this route, that it is never likely to be seriously considered.

Another location for a ship canal is mentioned in the report, that following the line of the Erie Canal. The report of Maj. Symons certainly tends to support the arguments of those who believe that the Erie Canal should be made a ship canal by the co-operation of the State and Federal authorities. He points out that when enlarged under the existing plans of the State, it will give many of the advantages of a ship canal. At an expenditure approximating one-fourth that of a new ship canal, Maj. Symons estimates that the Erie Canal could be further enlarged to a size sufficient for 1,500-ton barges to pass through. If the State can afford to pay $9,000,000 for canal enlargement, the United States ought certainly to appropriate the comparatively small sum of $50,000,000 to remove the locks and make a continuous descending canal, such as would admit of the passage of the lake barges.

In the opinion of Maj. Symons, the use of these barges on the enlarged Erie Canal would give to the Western States cheaper freight rates than would the construction of an entirely new ship canal large enough to admit ocean vessels. It is self-evident that other States get far more advantage by the maintenance of the Erie Canal than does New York, which foots the bill. As this is the case, the people of the West ought to take a personal interest in the establishment of a water route to the seaboard entirely within the territory of the United States.

Pending the receipt of the full text of the opinion, we are left to surmise the reasons upon which it is based. Viewing the subject without the aid of such official enlightenment, it would seem that if the canal were to be constructed at all, the federal government, and no other.

has right or interest to construct a work whose value is strategic quite as well as commercial; also that if the canal be feasible at all, two hundred millions is a very moderate price to pay for it.

What little money has gone thus far into the work of examination and estimate is well spent if it is to have the effect of directing public attention to the desirability of an artificial waterway, wholly within the boundaries of the United States, capable of carrying the tonnage of the Great Lakes to the Atlantic, and, incidentally, of transporting also the United States Navy over the same course whenever it was required to do so.

According to the estimates of our best informed lake ship-builders, the eight modern steel shipbuilding plants on the Great Lakes, from Buffalo to Superior, Wis., could duplicate, ton for ton, every vessel that our seaboard shipyards could construct, and if a demand should arise that would tax our shipyards to their utmost they could turn out vessels aggregating a half million tonnage annually.

We have received from the chief of the life saving service his annual report for 1896, which is replete with valuable data relative to the special work in which that department is engaged.

RACED AGAINST THE TARIFF.

The passage of the tariff bill on Friday last caused the members of at least one Chicago firm of lumber dealers to do some lively hustling and go to considerable expense, in all probability for naught. When the bill passed the firm had two cargoes of lumber from Georgian Bay afloat somewhere on Lake Michigan on the steamer Toltec and her consort barge Miztec. These cargoes aggregated at least 1,750,000 feet, and it therefore became quite an object to secure their entry at Chicago before the law imposing a duty of $2 per 1000 feet could go into effect, the time being then unknown.

During the early hours of Friday night the long-distance telephone between Milwaukee and Chicago was kept in active service, with the result that the Milwaukee Tugboat Line received orders to dispatch a tug to intercept the Toltec and Miztec and fetch the captains ashore with their manifests as quickly as possible. The Starke cruised between midlake and the east shore, and found the steamer and her consort off Little Point Sable. It took but a short time after the mission of the tug was made known to get the captains on board with their manifests, and by 3 o'clock in the afternoon she was back in Milwaukee, where an agent of the lumber firm had a special train in waiting to hurry the skippers through to Chicago. The object of the move was to have the cargoes entered the same evening, although the vessels carrying them could not possibly reach their destination before the following morning. It is doubtful, however, whether the Chicagoans succeeded in evading the payment of the new $2 duty, as the treasury department has decided that the tariff measure went into effect at midnight Friday, or at least eighteen hours before the captains of the Toltec and Miztec could turn in their manifests at Chicago. Nevertheless, the effort was deserving of success. The corporation interested was the John Spry Lumber Co.

NEW STEAMSHIP LINE.

A new Canadian steamship line has been subsidized by the Canadian and the British Governments, the former paying two-thirds, and the latter one-third of the annual guarantee; they will have some of the best boats afloat. The contractors will be required to run vessels of 10,000 tons register, which must maintain an average speed of 500 nautical miles a day, or 21 knots. Their length is to be 520 feet, and they will be made after the pattern of the "Campania" and "Lucania." Each vessel must accommodate 300 first-class, 200 second-class, and 800 steerage passengers, and must possess a cargo accommodation of from 1,500 to 2,000 tons. At least 500 tons of this must be cold storage.

The fleet is to consist of four steamships, two of which are to be ready for service by May 31, 1899, and the other two a year later. The service at first will be fortnightly, while there are only two steamers, and weekly when all four are ready. In summer the route will be from Liverpool to Quebec and Montreal; in winter, from Liverpool to Halifax or St. John, at the option of the company. The contract is for a term of ten years, and the vessels must not call at any foreign port. In return for the subsidies the contractors agree to carry the mails and to turn their ships into transports for government use in time of war. Besides the foregoing the old Beaver Line has been acquired by the new company.

CLEAR BALLARD'S REEF.

The contractor in charge of the work at Ballard's reef reports that vessels are sometimes careless about the draft of water there. At the point where the dredge is working a ledge of rock projects from the west side of the channel 100 feet toward the center. At the apex of this ledge is a black spar buoy placed at the opening of navigation. When the dredge is anchored at the edge, the vessels usually avoid the place, but when the dredge is away they pay no heed to the red light. During two nights the red light was carried away five times. The government engineers say that it is small wonder the vessels strike rocks when they will not observe a warning.

OBITUARY.

Capt. Michael J. Driscoll died at his residence, 593 La Salle avenue, last Sunday afternoon, of inflammatory rheumatism, which reached his heart. He was ill but one week, having been compelled through illnes to get off the steamer Soo City, only on the Sunday previous to his death. The deceased was born at Buffalo and was a sailor from boyhood. He came to Chicago about 30 years ago and soon after became a tug captain, which occupation he followed for many years on various tugs and was very

(THE LATE) CAPT. MICHAEL J. DRISCOLL.

successful. At the time of his decease he was master of the steamer Soo City, this being his fifth season on her, prior to which he was master of the steamers Lora and R. J. Gordon. He was well and widely known by marine men and was good-hearted and open-handed and would always do a good turn to a friend in need. He was a member of the Knights of Pythias, Aldine Court, Royal Arcanum and Odd Fellows. His funeral, which takes place this Thursday morning, will be conducted by the Knights of Pythias and he will be buried at Greenwood Cemetery.

CANADIAN STEAMER CAMBRIA STRANDED.

On Wednesday the sidewheel Canadian passenger steamer Cambria, of the Detroit and Georgian Bay Transportation Co., with a full list of 100 pasengers and a large cargo ran into some drifting logs, which had broken loose from a raft being towed by the tug Vigilant, damaging the steamer's wheels so that she became helpless and drifted ashore on the Canadian side above Ft. Gratiot light. The tugs Boynton, Thompson, Brockway, Phillips and Haynes were dispatched at once to the stranded steamer. but as a strong northerly wind had set in, they were obliged to leave her.

The tugs Wales and Saginaw have since contracted to release her.

The Cambria is a vessel of 400 tons of the old-fashioned sidewheel type. She had been doing heavy business the past four years on the route between Detroit and Sault. St. Marie via Georgian Bay.

The captain of the Cambria states that the raft towed by the Vigilant, into which he ran, Wednesday night, had no lights and he could not see it until his steamer had run among the logs.

THE MODERN MARINE ENGINE.

The first ship having triple expansion engines to enter the trans-Atlantic trade was the Martello, built in 1884 for the Wilson Line by Earle's Ship Building Co., of Hull. This ship was 370 feet long, of 43 feet beam and 28 feet deep. She had engines with cylinders 35, 50 and 82 inches in diameter and 57 inches stroke, carried 150 pounds working pressure, indicated 2,400 horse-power and made 12 knots on a consumption of 38 tons of coal per day.

In 1886 the North German Lloyd Co. placed in service the fine steamers Aller, Trave and Saale, built by the Fairfield Co., with engine cylinders 44, 70 and 108 inches in diameter and 72 inches stroke, thus being the first of the large passenger lines to adopt engines of the triple expansion type.

The triple expansion engine being fairly established in popular favor, the commercial balance soon adjusted itself to the new conditions of greater economy of operation, and engine builders began to seek avenues for still further advancement, which naturally took the direction of quadruple expansion. It was soon found, however, that further advance by means of expansion in consecutive cylinders offered much less promise than in the past, and that improvement was rather to be looked for in the use of various small economies, hitherto neglected as profitless or impracticable refinements.

Several establishments have now, however, been engaged for some years in the manufacture of quadruple expansion engines, and a considerable number of these engines may be found in use at the present time. The most common form of this engine is that in which two cranks are used, placed at 90 degrees, each actuated by two cylinders placed steeple fashion over it.

The fine twin-screw steamers St. Louis and St. Paul of the American line, the first to use quadruple expansion in the trans-Atlantic trade, have engines fitted with six cylinders.

The future of the quadruple expansion engine would seem to be largely dependent upon the perfecting of the water-tube boiler, as with the advent of a boiler of that type which will exhibit such a degree of economy, durability and facility of repair as to secure its general adoption, one of the chief causes now tending against the use of the quadruple expansion system, namely, the difficulty of obtaining boilers which can be economically built and successfully kept in continuous service under the required high pressure and temperature, will disappear.—Charles E. Hyde in Cassier's Magazine.

HEAVY COLLISION DAMAGE.

One of the most disastrous collisions of the season took place on Lake Superior on Tuesday morning, between the large steamers Mariposa and the Selwyn Eddy. It appears that when off Manitou the vessels were proceeding at a moderate speed, during a dense fog, when they came together end on and suffered such damage as to cause some uneasiness about their getting to port. A rough estimate of the cost to repair the Mariposa gives the figures at $30,000.

HEAVY SALVAGE CHARGES.

Judge Brown of the United States District Court, New York, has handed down his decision upon the libel brought by the Merritt Wrecking Co., the Chapman Derrick Co., and the Insurance Co. of North America against the steamship St. Paul and cargo and the International Navigation Co., the owners of the vessel, to recover compensation for services rendered in saving the steamship and cargo when the vessel went ashore at North Long Branch on January 24, 1896.

The steamship cost $2,650,000 and the value of the cargo was $1,980,989, all of which was saved. Vessels belonging to the wrecking companies and the insurance company brought the cargo to this city and pulled the St. Paul off the beach.

"Without their aid," Judge Brown holds, "the vessel would never have got off. No previous salvage task has ever equaled this, and considering the high merit of the aid rendered, I regard $160,000 as the proper award for the whole service."

Of this amount Judge Brown decides $28,724.35 to be chargeable against the cargo, the remainder, $131,275.65 with costs, to be charged against the St. Paul and her owners.

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Marine Reporter.

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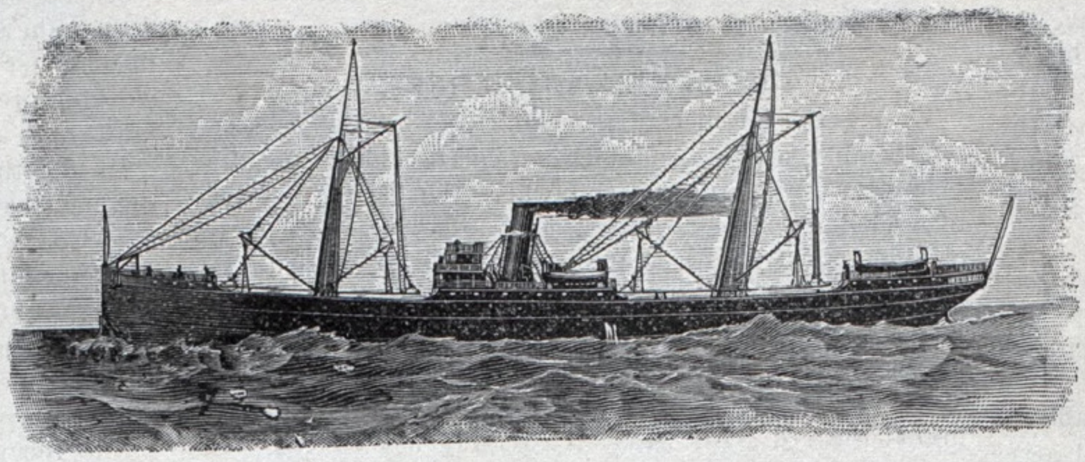

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MARITIME LAW.

(CONTINUED FROM PAGE 7.)

the suit, opinions differ, experts estimating it at sums ranging from $750 to $15,000. Two years ago her present owner paid $14,000 for her and she is now insured for $15,000. The value to be considered is, I think, the market value. What is that? "It is the price which an article will bring when offered for sale in the market. It is the highest price which those having the ability and the occasion to buy are willing to pay." R. R. Co. v. Woodruff, 5 S. W. (Ark.) 794. Others authorities upon this point are S. R. v. Worcester, 155 Mass. 39,—Goodwin v. Canal Co. et al., 18 O. St. 181,—Mill on Eminent Domain, Sec. 168 citing King v. M. Ry. 32 Minn. 224, and Lewis on Eminent Domain, Sec. 479.

What parties are willing to pay is better shown by what they actually pay than by what they say that they are willing to pay. I adopt the rule as stated in the authorities above cited and applying it to the evidence, I find that the value of the Lurline when repaired is $14,000 because what the vessel actually sold for two years ago under conditions precisely like those which exist today, according to the undisputed testimony, is a far safer test of her present market value, than are the opinions of experts, however well qualified they may be to testify. See Widemann v. Thomas, 10 Haw. 366.

The relation between the value of a ship and the amount for which she is insured is subject to so many variations, due to perfectly legitimate influence, that this latter amount is not a guide for the market value. See 2 Phillips on Ins., Secs. 1183, 1184, also Compagnie Commercial v. S. S. Co., 60 Fed. 923. The vessel being unsalable in Honolulu, the above valuation is based upon the market value in San Francisco, California, although it has been held that where a salvage service is concluded at one port and the property saved is taken to another and sold, the value at the former port is to be taken. See Parsons, Shipping and Admiralty 302 n. 2. It would be mnifestly unfair to say that because the vessel cannot be sold here, the salvors shall have nothing for their efforts, although the vessel has a market value in the neighboring port of San Francisco; nor is there any such contention. The solution of the difficulty would seem to be to hold that the market value in San Francisco, less all proper charges for the voyage from Honolulu to San Francisco, should be taken as the value in Honolulu. See case of the George Dean, Swabey, Adm. 290, cited 2, Parsons, 302, N. 2.

The court does not know what such charges would be in this case, and the owners practically consenting; they have not been considered. It appears that the Lurline, after being repaired is in as good a condition as before striking the reef. Deducting $3,400, the cost of repairs, from $14,000, the value of the property lost, we have $10,600, which I find to be the value of the property saved. Respondents admit that the Likelike performed a salvage service; the amount of compensation for that service alone remains to be determined. This is not an action upon the contract for $5,000, but libel against the ship for the value of the same rendered. Unless the contract is unconscionable or made under compulsion, the sum agreed upon by the parties will be decreed by the court. See 47 Fed. Rep. 906.

This court holds that the contract in this case was made under compulsion, and that it is not binding. These elements are to be considered in a claim for salvage. See decision of the Supreme Court, In re 2206 Bags of Sugar, (Liholiho), 9 Haw. 329:

1. The degree of danger from which the lives or property are rescued.
2. The value of the property saved.
3. The risk incurred by the salvors.
4. The value of the property employed by the salvors in the wrecking enterprise, and the danger to which it was exposed.
5. The skill shown in rendering the service.
6. The time and labor occupied.

From a consideration of the following cases—Ehrman v. S. S. Swiftsure, 4 Fed. 467, 8. The "Liholiho" case, In re Attacapas, 3 Ware 68, 69, In re The Brig. John Gilpin, Olcott 88, In re The Comanche, 8 Wall. 448-480 in which these points are considered and also the case of the Emulons, 1 Sumn. 207; and the E. M. Munn, 61 Fed. 695. And bearing in mind the rules and principles that should govern in a case of this nature, I award to the libellants as salvage the sum of $2,650, being one-fourth of $10,600, the value of the property saved. Robert English, pilot as aforesaid, in behalf of himself and of his crew, filed, during the progress of the trial a claim in the sum of $280 as compensation for the assistance given the ship while in distress. The services rendered were of a low grade of salvage services. I award the sum of $165, being $75 for Robert English, and $90 for the six men in equal shares. All costs of these proceedings to be borne by the "Lurline."

By the Court (Justice Whiting).

We are of opinion that the decision appealed from should be sustained. Substantial justice has been done and the award appears to have been arrived at a full and careful consideration of the evidence and of the law relating to salvage. No fixed rule can be laid down as to what percentage of value shall be awarded in such cases, but in each case the amount of salvage is to be awarded in accordance with the circumstances of the case. The appelant seeks to have the amount of salvage awarded increased by this court, but as such awards are always greatly within the discretion of the admiralty judge in the first instance, the appellate court must be satisfied that there is manifest and material error shown to exist before it will interfere with or set aside such judgment especially in salvage cases where so much must be left to the sound discretion of the trial judge.

In the Inter-Island S. N. Co. v. 1,206 Bags of Sugar, 9 Haw. 329, the court says: "We do not question the principal laid down by Chief Justice Marshall in "The Sibyl" (4 Wharton 98) that in case of civil salvage, where the amount of salvage is discretionary, appeals should not

be encouraged upon the ground of minute distinctions of merit; nor will the court reverse the decision of an inferior court unless it manifestly appears that some important error has been committed."

The appellant appeals on the ground that the amount awarded was too small, and that it at least should have been one-third of the value salved, and claims that the trial judge did not give due weight to the evidence as to the danger that the salving steamer Like-like was placed in and insurred in the getting the Lurline off the reef and also in connection therewith the uncertainty of saving the Lurline and the large value of the Like-like at risk.

We have examined the evidence and decision, and are of opinion that the trial judge has fully considered these matters and that the evidence fully justifies his findings and judgment.

Kinney & Ballou, for libellants.

A. S. Hartwell, for libellee.

THE DECLINE IN LAKE FREIGHTS.

In these depressed times it is interesting to look back and wish for the high freights that were received not long ago. The following statement of ore rates is interesting in this connection:

1896—Highest rate from Duluth to Buffalo, $1.10; lowest, 60c. Highest rate from Escanaba to Buffalo, 75c; lowest, 40c.

1895—Highest rate from Escanaba, $1.25; lowest, 40c; average, 71c. Highest rate from Duluth, $2; lowest, 75c; average, $1.10.

1894—Highest rate from Escanaba, 50c; lowest, 40c; average, 46c. Highest rate from Duluth, $1; lowest, 60c; average, 77c.

1893—Highest rate from Escanaba, $1; lowest, 40c; average, 57c. Highest rate from Duluth, $1; lowest, 45c; average, 78c.

1892—Highest rate from Escanaba, 90c; lowest, 65c; average, 74c. Highest rate from Marquette, $1.10; lowest, 80c; average, 95c. Highest rate from Ashland, $1.35; lowest, $1; average, $1.15.

1891—Highest rate from Escanaba, $1.35; lowest, 55c; average, 89c. Highest rate from Marquette, $1.25; lowest, 80c; average, $1.05. Highest rate from Ashland, $1.50; lowest, 90c; average, $1.13.

1890—Highest rate from Escanaba, $1.15; lowest, 85c; average, 95c. Highest rate from Marquette, $1.25; lowest, $1; average, $1.07. Highest rate from Ashland, $1.35; lowest, $1; average, $1.15.

1889—Highest rate from Escanaba, $1.15; lowest, 90c; average, $1.13. Highest rate from Marquette, $1.50; lowest, $1.10; average, $1.33. Highest rate from Ashland, $1.90; lowest, $1.25; average, $1.53.

NOTES.

It is understood that all hope of raising the steamer Pewabic from her resting place at the bottom of Lake Huron has been abandoned and she will be blown up to facilitate removing the copper still stored away in her hold.

The steamer Meteor, which collided with and sunk the Pewabic is still in commission, and is now known as the Nelson Bloom. She was converted into a tow barge some years ago, and is principally engaged in the lumber trade.

The owners of the steamer Spokane of the Wilson Transit Co.'s fleet, were fined $30 twice on June 25 for not having her tonnage and official numbers marked as required by law. Assistant Secretary Spaulding has reduced the $60 to $10.

In tearing down old docks, it is the custom in a great many places to send divers down to cut off the piling at the bottom with a cross-cut saw. In many places the divers saw these piles off at the distance from the bottom, which they can comfortably reach; these piles are then left sticking up above the bottom for a foot or more.

New docks are often built on the site of these old docks, but do not extend out so far into the stream. When steamers tie up at these docks it may sometimes happen that a pile end goes through her bottom or perhaps she may strike and break a bucket of her wheel. This is what we call an obstruction to navigation. Some one should see that this piling is cut off level with the bottom of the river or lake as the case may be, and not permitted to stick up any.

Robert Bruce has resigned the position of chief engineer of the Flint & Pere Marquette steamers to take effect Aug. 1. The high state of perfection to which Mr. Bruce has brought the mechanical departments of these steamers since his connection with the line in 1894 is well known and worthy of the highest praise.

The schooner Hanaford is commanded by Capt. J. W. Hanaford, who has been sailing her ever since she was built, twenty odd years ago. The Hanaford ran in the Marquette ore trade when the rate was $4 a ton.

The fine of the ferry steamer Promise, imposed at Cleveland for running on the open lake with but one bulkhead, whereas three are required by the steamboat regulations, has ben reduced by Assistant Secretary Spaulding from $500 to $50.

Capt. George P. McKay received a dispatch on Tuesday from Duff & Gatfield from Amherstburg stating that Engineer Dixon, in charge of the dredging in the Detroit River, wants all down boats notified to keep seventy-five feet from the black spar buoy at Ballard's Reef, as there is only thirteen feet of water where the dredge is working.

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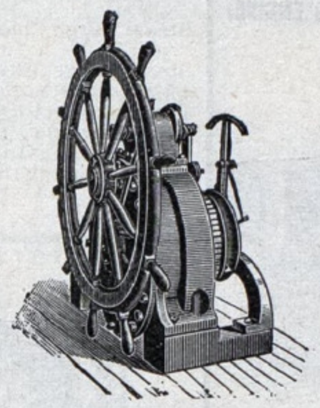

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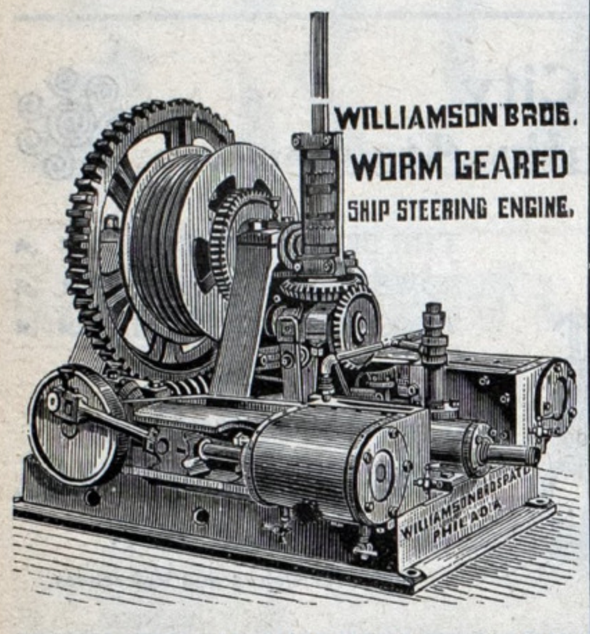

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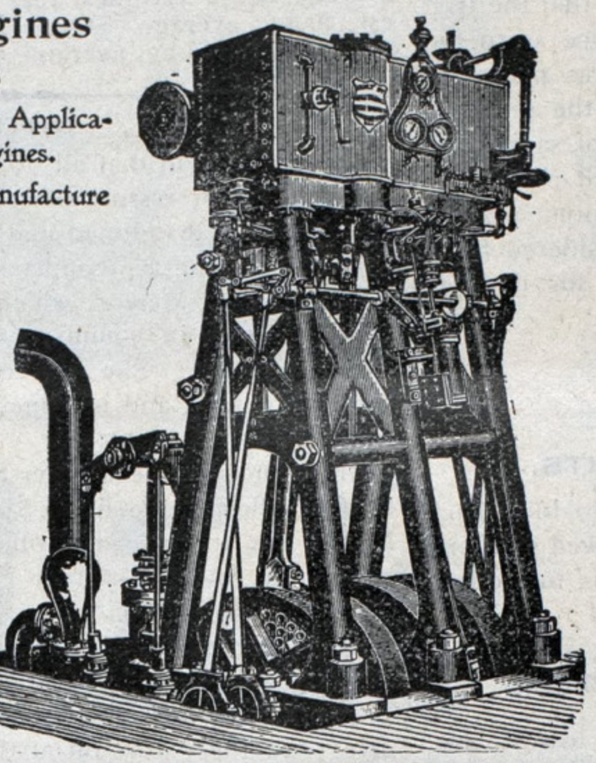

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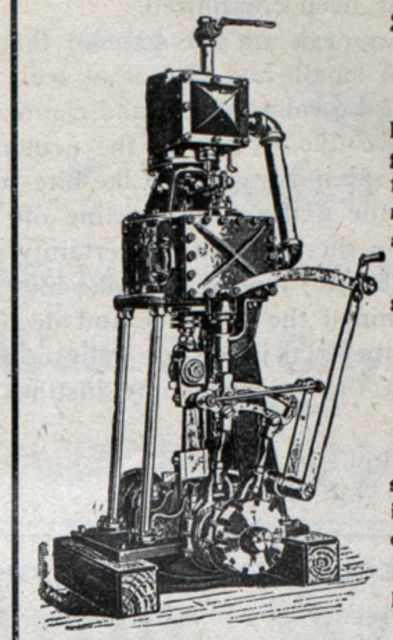

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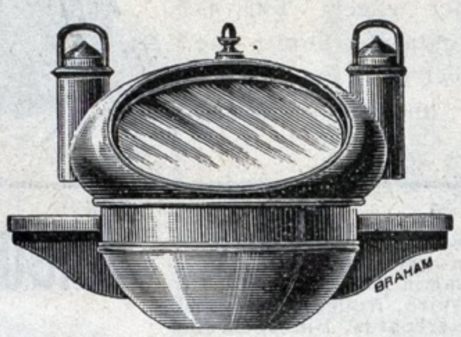

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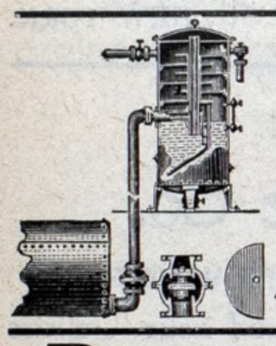

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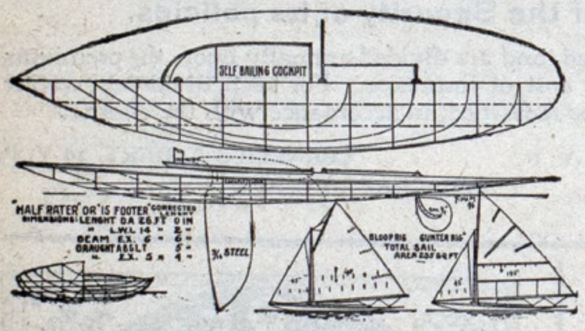

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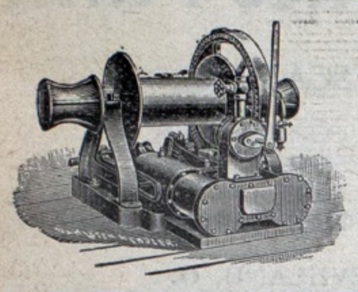

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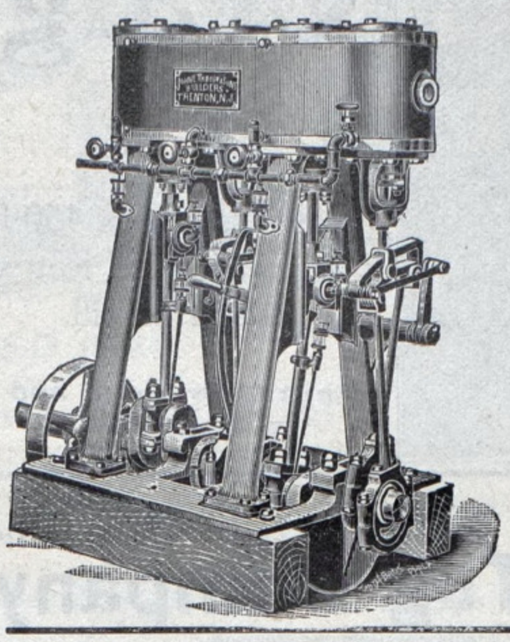

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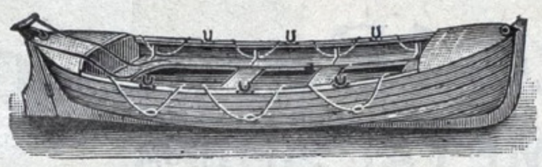

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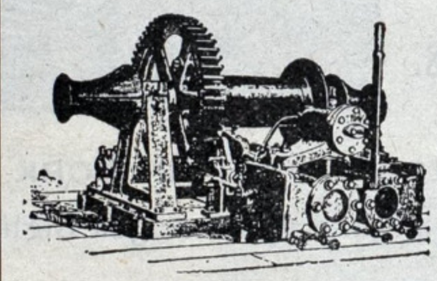

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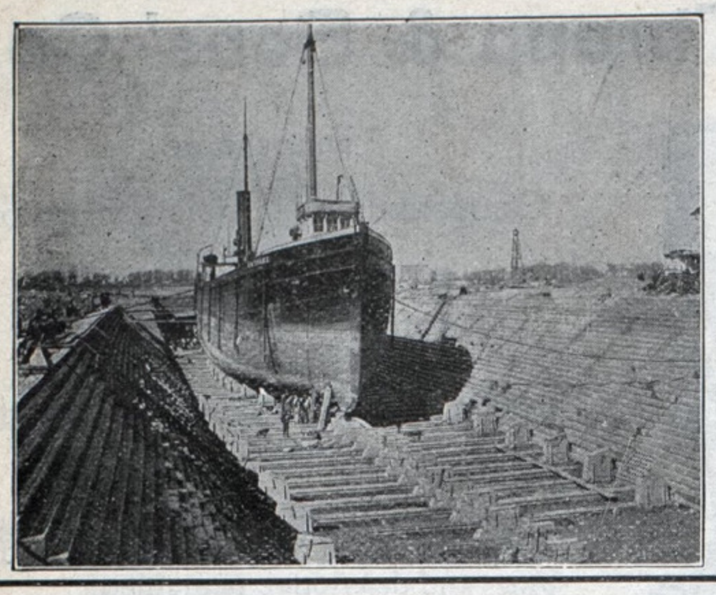

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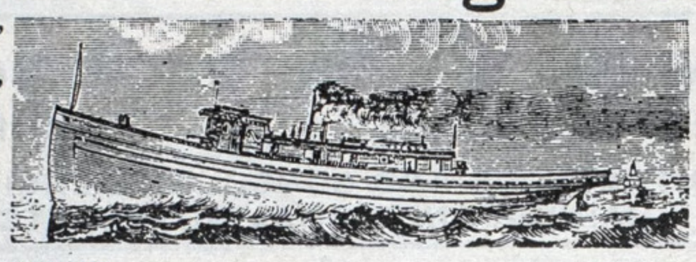

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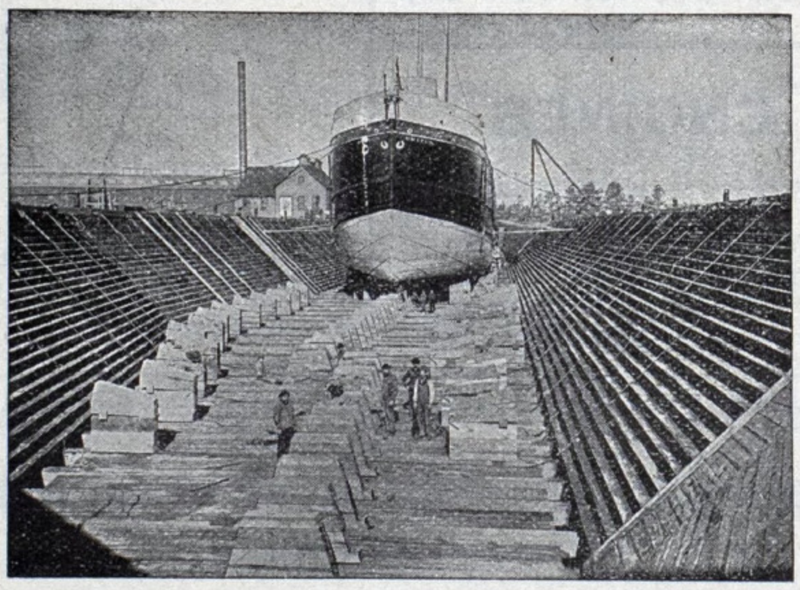

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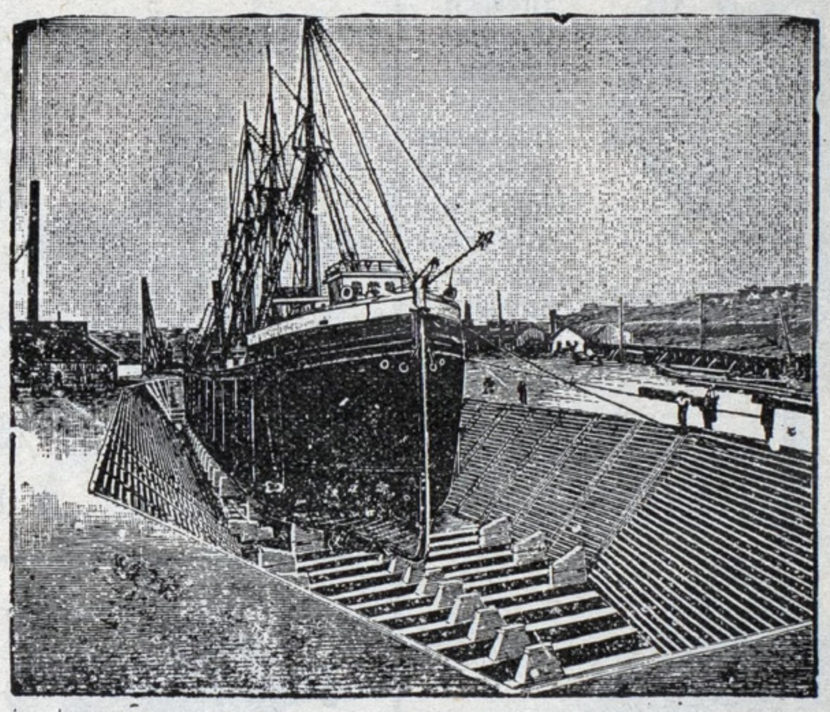

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